

CLASSIFICATION SECRET

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

CD NO.

25X1

COUNTRY East Germany

DATE DISTR. 5 April 1955

SUBJECT Notes on Railroad Matters

NO. OF PAGES 2

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)

25X1

DATE OF
INFO.SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

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1. Since early November 1954, 200 to 300 tons of coal slurry arrived daily in the GDR from Gleiwitz in Upper Silesia. This slurry was transported on 3 December 1954, by train.

2. The following information was obtained [redacted] covering the month of October 1954:

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- a. Locomotives in operation ran a total of 22,421,000 km and their achievement was 11,387 million ton/km. 2
- b. The following numbers of tons of coal were consumed by locomotives in October:

Hard coal	229,073 tons
Brown coal dust	12,592 tons
Brown coal briquettes	269,370 tons
Raw coal	114,218 tons

this represents 671,260 tons of briquette units. 2

3. The following information was obtained [redacted]

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RBD	Number of Freight Trains Operating on		Number of Major Train Delays on	
	1 December	4 December	1 December	4 December
Berlin	922	927	1	7
Greifswald	410	410	1	1
Schwerin	439	431	2	2
Magdeburg	1,130	1,130	6	6
Halle	1,626	1,610	9	9
Erfurt	1,236	1,247	7	8
Dresden	2,188	2,199	8	9
Cottbus	909	912	-	5

GDR

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ARMY	X											

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6. On 21 November 1954, it was observed that the railroad bridge over the Neisse River near Muskau, which was completed some time ago, had not yet been put into operation. A bridge pier on the Polish side of the river had sagged, but the amount of the damage could not be determined. 4 On the same day, it was learned that the completed railroad viaduct over the Neisse River near Goerlitz was not yet in use. The track of the bridge was blocked by timber. 5

7. Comment. Information on experiments to utilize coal slurry for the firing of locomotives was transmitted previously. [redacted]

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2. Comment. Comparable data are available only for the month of August 1954. A comparison of these data shows that there were only minor changes in the volume of traffic handled by locomotives. The consumption of fuel in October rose by approximately 50,000 tons of briquette units over that recorded for August 1954. Consumption of hard coal increased by 30,000 tons and of raw brown coal by 45,000 tons, while the consumption of brown coal briquettes dropped by 25,000 tons. The average daily coal consumption in October was 21,653 briquette units as against 20,016 in August.

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3. Comment. These figures indicate that the freight traffic and the number of major train delays reached a high for 1954. [redacted]

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4. Comment. The railroad bridge at Muskau was completed in February 1954 but it has not yet been put into operation. [redacted]

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5. Comment. [redacted] railroad traffic over the railroad viaduct at Goerlitz had not yet been begun. [redacted]

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Since early November 1954, 250 to 300 tons of coal were received daily in the GDR from Gleiwitz in upper Silesia. These deliveries were discontinued in December 1954, because of the lack of demand for this type of coal.

The following information was obtained covering the month of October 1954:

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1. Locomotives in operation ran a total of 22,421,000 km and their achievement was 11,387 million ton/km.

2. The following numbers of tons of coal were consumed by locomotives in October:

Hard coal	229,073 tons
Brown coal dust	12,592 tons
Brown coal briquettes	269,370 tons
Raw brown coal	114,218 tons

this represents 671,260 tons of briquette units.

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The following information was obtained

STATION	Number of Freight Trains Operating on		Number of Major Train Delays on	
	1 December	4 December	1 December	4 December
Berlin	922	927	1	7
Greifswald	410	410	1	1
Cottbus	439	431	2	2
Magdeburg	1,130	1,130	6	6
Leipzig	1,626	1,610	9	9
Dresden	1,436	1,247	7	8
Chemnitz	2,188	2,099	8	7
Regensburg	909	912	-	5
TOTAL	8,360	8,866	34	47

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4. On 21 November 1954, it was observed that the railroad bridge over the Neisse River near Muskau, which was completed some time ago, had not yet been put into operation. A bridge pier on the Polish side of the river had sagged, but the amount of the damage could not be determined. 4 On the same day, it was learned that the completed railroad viaduct over the Neisse River near Goerlitz was not yet in use. The track of the bridge was blocked by timber. 5

1. Comment. Information on experiments to utilize coal slurry for the firing of locomotives was transmitted previously.
2. Comment. Comparable data are available only for the month of August 1954. A comparison of these data shows that there were only minor changes in the volume of traffic handled by locomotives. The consumption of fuel in October rose by approximately 50,000 tons of briquette units over that recorded for August 1954. Consumption of hard coal increased by 30,000 tons and of raw brown coal by 45,000 tons, while the consumption of brown coal briquettes dropped by 25,000 tons. The average daily coal consumption in October was 21,653 briquette units as against 20,016 in August.
3. Comment. These figures indicate that the freight traffic and the number of major train delays reached a high for 1954. UNCODED
4. Comment. The railroad bridge at Muskau was completed in February 1954 but it has not yet been put into operation.
5. Comment. railroad traffic over the railroad viaduct at Coerlitz had not yet been begun.

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